

COTTAM & CO.
General Outfitters.
FOR CYCLISTS.
CYCLE CAPES,
CYCLE SHOES,
&c., &c., &c.
Hongkong Hotel Buildings.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD. LONDON.
DODWELL, CARLILL & CO.,
General Agents.

NEW SERIES NO. 819.

廿五正月四十二精光

SATURDAY, FEBRUARY 5, 1898.

大年

號五二英港香

THIRTY DOLLARS
PER ANNUM.

BANKS.

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$7,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
St. C. MICHAELSON, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.
C. BOURMANS, Esq.
G. D. BÖHLING, Esq. A. J. REEDMAN, Esq.
G. B. DODWELL, Esq. R. L. RICHARDSON, Esq.
R. M. GRAY, Esq. R. SHEWAN, Esq.
David Gubbay, Esq. N. A. STEBES, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.

MANAGER:
Shanghai—J. P. WADDE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent,
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager,
Hongkong, 8th November, 1897.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
Cent. per annum.

Depositors may transfer, at their option,
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, 1st August, 1895.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital \$1,000,000
Paid up Capital \$243,747

HEAD OFFICE—HONGKONG.

Court of Directors—
D. GILLIES, Esq.

J. T. LANE, Esq. Chow Tung Shang, Esq.
CHAN KIT SHAN, Esq. Kwan Ho Chuen, Esq.
Chief Manager,
G. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
On Current Account, Daily Balances 3 per
Cent. per Annum.
Hongkong, 30th November, 1897.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$300,000
RESERVE LIABILITY OF SHARE-
HOLDERS \$800,000
RESERVE FUND \$375,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of a per cent. per
annum on the Daily Balances
On Fixed Deposits for 12 months... 4 per cent.
" " " " " 5 " " 3½ "
" " " " " 3 " " 2½ "
T. H. WHITEHEAD,
Manager, Hongkong,
Hongkong, and June, 1897.

INSURANCES.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1895.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL, TAELS 600,000 \$835,333.33
EQUAL TO \$318,000.00
RESERVE FUND \$318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. LO YUEN MOON, Esq.
LOU TSO SHUW, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken
at CURRENT RATES, to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 17th December, 1897.

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on Goods,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

CHAU TSUNG FAT,
Secretary,
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 24th May, 1895.

"MELDRUM" FURNACES.

THESE FURNACES are specially adapted
for coal dust, coke dust and coals of an
inferior quality, and by their size a great saving
is effected generally. Smoke is reduced to a
minimum and boiler power largely increased.

JARDINE, MATHESON & Co.,
Agents for Hongkong and China,
Hongkong, 10th January, 1898.

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(a)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	Coronado	R. A. Petrie	5 P.M., 5th Feb.	Freight or Passage.
JAPAN, &c.	Japan	T. Peigh	Daylight, 6th Feb.	Freight or Passage.
JAPAN	Russia	F. N. Tillard	Daylight, 6th Feb.	Freight or Passage.
LONDON &c.	Ganges	T. F. Creasy	Noon, 10th Feb.	See Special Advertisement.
LONDON	Shanghai	E. P. Bishop	About 10th Feb.	Freight or Passage.

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 5th February, 1898.

NOTICE.

(a)

On and after the 1st February, the price of BEEF, VEAL and MUTTON will be as follows:

BEEF.—Sirloin, Steak and Rolls.....	13 cents per lb.
do. Soup Meat.....	10 do.
MUTTON.—Leg and Chops.....	20 do.
do. Shoulder.....	18 do.
VEAL.—Leg, Cutlets and Chops.....	13 do.

THE HONGKONG BUTCHERY CO., CENTRAL MARKET.

Hongkong, 1st February, 1898.

(a)



LIQUEURS OF ALL DESCRIPTIONS IN STOCK.

H. PRICE & CO., No. 13, QUEEN'S ROAD CENTRAL.

Hongkong, 25th January, 1898.

(a)

CURRY

AT THE HONGKONG HOTEL

THE CLUB HOTEL,
LIMITED.

(a)

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL. Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

(a)

W. POWELL & CO.

NEW GOODS FOR THE RACES.

DRESS MATERIALS,
COLOURED SILKS (RACING COLOURS),
NEW TRIMMED MILLINERY,
FEATHER HOAS,
SUNSHADES—FLOWERS—FEATHERS, &c.
KID GLOVES (EVERY SIZE).

Hongkong, 4th January, 1898.

(a)

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

(a)

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
BEST QUALITIES OF ASBESTOS GOODS AND PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER, COVERING COMPOSITION of the best qualities,
ESTIMATES given for every DESCRIPTION of WORK.
SUPERINTENDENT..... THOS. SKINNER.

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DODWELL, CARLILL & CO., General Agents.

Intimations.

THE HONGKONG COTTON SPINNING WEAVING AND DYEING CO., LIMITED.

NOTICE is hereby given that the FIRST
ORDINARY MEETING of the above
Company will be held at the OFFICES of the
General Managers, No. 4, Pedder Street, on
MONDAY, the 7th day of February, 1898, at
4 o'clock in the afternoon.

This meeting is called in order to comply with
the Hongkong Ordinances and to formal
business will be transacted thereat.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong, 21st January, 1898.

HONGKONG AND SHANGHAI BANKING
CORPORATION.

NOTICE is hereby given that the FIRST
ORDINARY HALF YEARLY MEET-
ING of the Shareholder, in this Corporation,
will be held at the CITY HALL, Hongkong, on
SATURDAY, the 12th day of February next, at
NOON, for the purpose of receiving the Report of
the Court of Directors together with a State-
ment of account to 31st December, 1897.

By order of the Court of Directors.
(Sd) T. JACKSON,
Chief Manager,
Hongkong, 26th January, 1898.

HONGKONG AND SHANGHAI BANKING
CORPORATION.

NOTICE is hereby given that the REGIS-
TERS OF SHARES of the Corporation
will be CLOSED from SATURDAY, the 28th
instant, to the 12th day of February next (both
days inclusive) during which period no transfer
of Shares can be registered.

By order of the Court of Directors.
(Sd) T. JACKSON,
Chief Manager,
Hongkong, 26th January, 1898.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING
of SHAREHOLDERS will be held in the
OFFICES of the Company No. 14, Praya Central,
on MONDAY, the 21st February, 1898, at 12
o'clock Noon, for the purpose of receiving the
report of the Directors and the Statement of
Accounts to the 31st December, 1897.

The TRANSFER BOOKS of the Company
will be CLOSED from the 7th to 1st February
both days inclusive.

By Order of the Board of Directors.
THOS. J. ROSE,
Secretary,
Hongkong, 29th January, 1898.

HONGKONG FIRE INSURANCE CO.,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY
ANNUAL MEETING of SHARE-
HOLDERS in the above Company will be held
at the OFFICES of the Company, Pedder Street,
on MONDAY, the 28th day of February, 1898, at
12.30 of the Clock in the Afternoon, to receive
a Statement of Accounts to 31st December, 1897,
and the Report of the General Managers, and
to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 14th to the 28th
February, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong, 31st January, 1898.

HOUSE OF LORDS WHISKY.

PARTIES are cautioned against spurious
imitations and cheap brands of whisky
being sold as supplied to the House of Lords.

The only Genuine House of Lords bulk
whisky, as supplied to that Assembly during
the last 18 years, is SONDERS' G.B. Brand in
long black bottles. It is never

Co-dap's
Advertisements.

HONGKONG SMOKING CONCERT CLUB

THE SECOND CONCERT of the SEASON will be given in THEATRE ROYAL TO-NIGHT, February 5th, at 8 P.M.—
FULLARTON HENDERSON, Esq., in the Chair.

MEMBERS who have not yet received their TICKETS are requested to forward \$2 to H. C. NICOLLE, Esq., Hon. Treasurer, when they will receive them.

MEMBERS are reminded that TICKETS must be shown at the Box—and this Rule will be rigidly enforced on this occasion.

J. A. LOWSON,
Hon. Secretary.

Hongkong 5th February, 1898. [215]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the Club will be held in the CLUB HOUSE on MONDAY, the 14th February, 1898, at 3.30 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,

C. H. GRACE,
Secretary.

Hongkong, 5th February, 1898. [215]

THEATRE ROYAL,
CITY HALL.

THE HONGKONG

ATEUR DRAMATIC CLUB
WILL GIVE TWO PERFORMANCES OF
"THE DUCHESS OF BAYSWATER & CO."

"A PANTOMIME REHEARSAL,"
on

SATURDAY, the 19th February, 1898,

MONDAY, the 21st February, 1898,
Performance each night at 9 P.M. precisely.

PRICES \$3, \$4, & \$5
Half price to the Pitt for Soldiers, Sailors, and
Police in Uniform.

SEATS can be booked at the THEATRE on
and after MONDAY, the 14th February.

Booking Office open from 10 A.M. to 4 P.M.
(On Race Days the Office will CLOSE at 2 P.M.)

Late Trams quarter of an hour after fall of
curtain.

E. W. MITCHELL,
Hon. Secretary.

Hongkong, 5th February, 1898. [215]

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

THE TWENTY-NINTH ORDINARY MEETING of SHAREHOLDERS in the COMPANY will be held at the COMPANY'S OFFICES, No. 3, QUEEN'S ROAD CENTRAL, Victoria, on MONDAY, the 25th February, at twelve o'clock (noon), for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1897.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 28th February, both days inclusive.

By Order,

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 5th February, 1898. [217]

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

AN EXTRAORDINARY MEETING of SHAREHOLDERS in the COMPANY will be held at the COMPANY'S OFFICES, No. 3, QUEEN'S ROAD CENTRAL, Victoria, on MONDAY, the 25th February at 12.15 o'clock P.M., when the subjoined Resolutions will be proposed.

RESOLUTIONS.

That Articles Nos. 52 and 122 of the Articles of Association of the Company be altered by eliminating therefrom the word "February" and substituting therefor the word "March."

That Article No. 7 be altered by inserting the words "or Extra Reserve Fund" immediately after the word "Fund" in the sixth line of the said Article, and the words "and Extra Reserve Fund" immediately after the word "Fund" in the seventh line of the said Article.

That Article No. 121 be altered by inserting the words "and" subject to the provisions of Articles 121A and 121B" immediately after the word "and" and before the word "be" in the fourth line of such Article.

That the following Articles be inserted immediately after Article No. 121 and be numbered Articles 121A and 121B.

121A.—"Although the Reserve Fund may amount to the sum of One Million Dollars the Directors may nevertheless at their discretion from time to time appropriate a portion, not exceeding ten per cent. of the net income and profit earned by the Company in any one year, to the formation of an additional Reserve Fund, to be called "Ex-Reserve Fund."

121B.—"The amount standing at the credit of the Extra Reserve Fund may be applicable for the equalization of dividends, and such monies, or some portion thereof, may, whenever the Directors shall think fit, be appropriated towards the equalization of dividends."

By Order,

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 5th February, 1898. [218]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SOURABAYA.
THE Company's Steamship

"HUPEH,"
Captain Ooail, will be despatched as above on TUESDAY, the 8th instant at Noon.

For Freight or Passages apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th February, 1898. [204]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND
COLOMBO.

(Taking Cargo at through rates for
LIVERPOOL, GLASGOW, CONTINENTAL PORTS,
RIVER PLATE, &c.)

THE Company's Steamship

"PINGSUEY,"
Captain D. Davies, will be despatched as above on WEDNESDAY, the 16th instant, at Daylight.

To be followed by the Steamship

"NINGHLOW,"
For Freight, &c., apply to
HOLLIDAY, WISE & CO.,
Agents.

Hongkong, 5th February, 1898. [205]

Co-dap's
Advertisements.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO
YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship
"HOHENZOLLERN,"
Captain H. Bleeker, will leave for the above Ports on or about FRIDAY, the 11th instant.

For further Particulars apply to
MELCHERS & CO.,
Agents.

Hongkong, 5th February, 1898. [201]

NOTICE.

STEAM FOR SHANGAI.
THE Company's Steamship

SACHSEN,"

Captain H. Supmer, due here with the outward German Mail about THURSDAY, the 10th instant, will leave for the above place about 24 hours after arrival.

For further Particulars apply to
MELCHERS & CO.,
Agents.

Hongkong, 5th February, 1898. [201]

NORDEUTSCHER LLOYD.

NOTICE.

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Captain H. Supmer, due here with the outward German Mail about THURSDAY, the 10th instant, will leave for the above place about 24 hours after arrival.

For further Particulars apply to
MELCHERS & CO.,
Agents.

Hongkong, 5th February, 1898. [201]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA."

FROM TACOMA, VICTORIA, YOKOHAMA,
KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & CO.,
Agents.

Hongkong, 5th February, 1898. [204]

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CHINA,"

are hereby notified that their Goods are being landed and stored at their berths in the Company's Godowns at Wan-chai, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining unclaimed after the 12th February will be subject to rent.

J. S. VAN BUREN,
Agent.

Hongkong, 5th February, 1898. [204]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., to S.S. China,
From Persian Gulf, to S.S. Kuta, and
Patna.

Optional goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left at the P.W.D., still we really have a great deal to be thankful for, if we only knew it.

As a matter of fact, Hongkong roads are on the average probably better than those of any other place (taken as a whole) in the world. At any rate, they are distinctly better all round than in most other places

in spite of the exceptionally difficult topographical and climatic conditions here. To duly appreciate this hard fact, it is necessary to live in Japan (away from foreign settlements) for a little while; and we will readily forfeit any reasonable sum to any charity named by any of our readers if he or she does not find that, the longer one stays in Japan, the more one yearns for the Hongkong Roads Department.

The Japanese themselves do little grumbling, for they have little idea of anything better.

The foreign residents in Japan do little grumbling, for they are tired, and know it is useless. But once in a while, a weary wall of execration goes up from both sections of the community, and nothing is done all the same. Now something will be done, for His Excellency the Vice-Minister of the Imperial Household has been thrown on his head out of his Jirikishi by the unkindness of a principal thoroughfare in Tokyo, and has been seriously lame. So there is a cluster and a fuss in the Tokyo Roads Department, and there will be less of the steeples or switchbacks about their roadways for a time. But before Japan—even the metropolis, let alone the provinces—can compare with Hongkong, it will be necessary for an Imperial Highness or Majesty to auguriously break his honourable neck.

H. A. RITCHIE,
Superintendent.

Hongkong, 5th February, 1898. [205]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAPAN,"

FROM ANTWERP, LONDON, PORT SAID,
SUZU AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the Goods are landed.

From Madras, to S.S. Surya.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 11th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left at the P.W.D., still we really have a great deal to be thankful for, if we only knew it.

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H. A. RITCHIE,
Superintendent.

Hongkong, 5th February, 1898. [205]

AN APPEAL.

THE SUPERIORNESS of the ITALIAN

CONVENT, CAINE ROAD, beg most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desire to state that

she will be pleased to receive orders for all

kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

HONGKONG ICE COMPANY, LTD.

The annual meeting of the Hongkong Ice Company, Ltd., was held to-day, in the offices of the General Managers, Messrs. Jardine, Matheson & Co. Hon. J. J. Bell-Irving presided. The others present were:—Messrs. W. Parlane (Manager); A. Fleet; J. H. Cox, K. M. Ross, H. W. Bell (Secretary), Ho Tung, Ho Fook, K. Chinnay, Lo Cheung Shin, Ho U Shang.

The Secretary read the notice convening the meeting.

The Chairman said—Gentlemen, I think all of you will regard the results the past year's working of this Company as in every way satisfactory. The Account to your hands shows net profits amounting to £62,171.39, as against £55,448 for 1896, and subject to your confirmation, it is proposed to pay a final dividend of 5s per share, which, with the interim dividend paid in August last, gives shareholders a rather better return than in the preceding year. As stated in the report, it is also recommended to make a liberal provision, for depreciation, and in view of the increased amount, which it is estimated will have to be expended on buildings and new plant, and the desirability of strengthening the future position of the Company against possible competition, I hope this apportionment of profits will also be accepted. The outlay on the extensions, etc., referred to, will, it is now thought, exceed £60,000, or a slightly larger sum, than was estimated twelve months ago. General Expenses have increased about ten per cent. over those of the preceding year, mainly due to the enhanced price of Coal, and whilst on this subject I may mention that we are introducing the Meldrum Furaco into the works with the view of effecting an economy in future by the burning of Hongkong small Coal. I will be pleased to answer any questions with regard to the report.

There being no questions the Chairman proposed the adoption of the report and accounts. Mr. J. H. Cox seconded.

Carried.

Mr. Ho Tung proposed the re-election of Mr. Thos. Arnold as auditor.

Mr. A. Fleet seconded.

Carried.

The Chairman—That concludes the business of the meeting. Dividend warrants will be sent on Monday. Thank you, gentlemen, for your attendance.

THE GRIFFIN ON THE GROW.

I have just come out to China, in a clumsy cargo-boat, a tub with iron decks. Where, it accurately reckoned, "first-class" fare is really second, as it's rammed down people's necks.

Where, to save a little cash, passengers are fed on hash, which made me shoot the cat—And I don't like that!

I hadn't been here long, before I said "Confound Hongkong! I wish I'd never come!" I'd be contented with my "lot," if there was one to be got, and I could help myself to some.

But here I'm on the job with the dollar at two bob—my employer simply had me for a flat.

And I don't like that!

SVENGALL.

THE MERCHANT SERVICE.

Billions of all ranks should feel interested in the welfare and progress of the *Merchant Ships' Officers' Bill* shortly to be presented to Parliament, which has been carefully drafted with a view to lightening some of the burdens now bearing somewhat heavily upon holders of Board of Trade Certificates. One of its avowed objects is to protect and encourage professional ambition and zeal, by making the sea service an open and satisfactory life career for British subjects only, and straining the gate considerably by which foreign goods find it easy and convenient to enter; to stop the almost indiscriminate issue of Certificates which are now so heavily discounted that Third and Fourth Mates are expected in many cases to have passed the Extra Master's examination; to insist that every British vessel shall carry Certified Officers, who in every case must be British subjects.

In several articles we have shown that the foreign element has already got a very solid footing before the mast and in the stokehold, and also among the petty officers. It is now aiming at the quarter deck, and we think that we are fully justified in assuming it has gone far to carry the co-purposes, that is to say, that Colonial vessels are a large number of ships trading abroad under flag of state. Masters and Officers certified by British authorities, but who are aliens by blood and birth, and this policy on the part of Colonial shipowners has certainly not been staggered or shaken in any way by the Australian strike of some seven years ago. The number of Certified aliens now serving in British merchant ships clearing and arriving from and at the ports of the British Islands is admitted a low estimate, and if we add to these some three hundred or more sailing in Colonial vessels and traders who seldom return to the United Kingdom, and who frequently are foreign vessels (with British register for protection), but not conforming to British law or Board of Trade Regulations with regard to Officers. We find that the craft by which we obtain our living is threatened, and that free trade principles are stretched and expanded most unhealthily for the maritime community, even to the extent of a pressing invitation to the foreigner to step in and make himself quite at home upon easier terms than are allowed to the *free born* Briton. For a State which prides itself (and with great justice) upon the enterprise and skill of its merchant-adventurers and mariners, and whose existence as a first-rate power seems solely to depend upon the wise organization and patriotism of the men who man her mercantile fleet, who protect those fleets and who are indispensable as national factors, the apathy and negligence of the Legislature in postponing or delaying measures which may accuse the service of nationally trained native crews and officers, seems strangely anomalous, if not worse. For thirty years we have been in a state of transition, and the end is not yet. The country has responded to the appeal on behalf of the

fighting services, and called a new and efficient Navy into existence. The construction of merchant vessels has not lagged, but has been pushed forward with energy and skill, until to-day we stand unrivaled in nautical supremacy and skilled mechanical and mechanical enterprize; but while the noble products of genius and graft us, we seem to take but little thought for those who will have to carry on the vast and intricate schemes of commerce we have designed, worked out and created. Are not the lines which connect a vast and world-wide Empire won for us by the undaunted pluck and energy of British seamen still? Is not the rising generation of British youth and manhood equal to any call that can be made upon its patriotism and devotion? Surely. Be it then our solemn duty to "see to it" that means are provided whereby we may assure England's heritage to our own children, by encouraging and training the vast mass of material now wasted for want of proper and firm methods of organization. So shall we reverse our present policy of taking away the children's bread and throwing it to dogs. Use the foreigner by all means, and naturalise him if he means to cast in his lot with us for better or worse, but do not grant him privileges which no other Maritime State would grant to aliens.—*Merchant Service Reporter*.

FOOTBALL.

HONGKONG F. C. v. H.M.S. "POWERFUL."

There was a good game yesterday evening between the Hongkong F. C. and H.M.S. "Powerful."

Mackay, Danby and Slade were away from the Club team which lost in Pinckley, Head and Holmes. The game started at 5.5. For 25 minutes of the first half the Club played with 10 men, Moberly being late, but for all that had slightly the best of matters. The "Powerful" played individually well but their forwards lacked combination and could make little influence on the opposing defence. Early on the club scored but later the "Powerful" equalised and made several good attempts to obtain the lead as their outside right put in one or two long shots which only just topped the bar, however there was no alteration in the score at half time.

During the second half with their full complement the club had more of the game and succeeded in putting on two more goals; neither of them were brilliant ones and bungling of the "Powerful" defence was as much the cause as cleverness of the Hongkong forwards.

There was no alteration of the score and at the finish it stood 3 to 2 in favour of the club. Instead of the customary half hour little more than 20 minutes was played in the end portion. The "Powerful" when they had more practice will have a strong team, but at present they don't seem to understand one another's play and evidently lack training. Davids' play in goal for the club was not reassuring. To put up one hand to stop a long high shot is very risky as with both employed they are not too easy to stop. The Club's backs and halves all played well but Mayson makes a mistake in dribbling. Pinckley and he would make as strong a pair of backs as the colony possesses.

Their forwards are fast and clever but each man trusts too much to his own excellence and will probably fail when they meet a strong half back line.

THE "EQUITABLE."

Having regard to the growth of business Mr. J. T. Hamilton, general manager for the East of the Equitable Life Assurance Society of the United States, has resolved upon the establishment in Hongkong of a branch office; and an advertisement announces that, from this date, business will be transacted at No. 9 Queen's Road, Central, with entrance to the House Street. The magnitude of the business of this Society, and its rapid increase, will be seen on reference to an advertisement to which special attention is invited. The assets are £170,349,321, of which no less a sum than £6,229,818 is surplus in excess of all reserves required by law and all other liabilities to policy holders. This is a superb result indicative of excellent management and financial administration. Policies in force at the close of 1897 reached the grand total of £198,159,000; or, reduced to local currency £20,000,000. The degree of favour enjoyed by the Society is evidenced by the fact that new business was completed in 1897 to the extent of £32,700,000, the Eastern Branch contributing a substantial proportion of that sum.

As life assurance now attracts considerable attention opportunity will be taken to deal with some of its principal points.

AROUND THE WORLD IN 50 DAPS.

The trip around the world can be made in fifty days without any trouble. So says Mons. J. D. Gaveston, a Russian Government engineer, and Mons. P. Chariand, a French engineer in the service of Messrs. Papot & Co., of Paris, who arrived at Victoria (B.C.) last month from the Orient, after having been engaged in the construction of the Trans-Siberian Railway. A traveler can now journey from Vladivostok, on the Pacific Coast, to St. Petersburg, in from ten to twelve days. This vast line traverses a thickly populated country, over rivers, through ravines, along seemingly endless trestles and over wide barren steppes, a route full of engine log difficulties for 998 miles. With the great railway an accomplished fact, it is easy to see that the military strength of Russia on the Pacific Coast will be greatly strengthened. There are over 20,000 soldiers at Vladivostok, but if trouble should arise 200,000 could be rushed to the coast within a week. Vladivostok is itself in an exceptionally strong position, for there are no less than thirty fortresses there, and a fleet of from seven to nine Russian war ships are ever in the harbor. The transcontinental line, after leaving Vladivostok, runs northward to Harbin, where the Governor-General of Western Siberia resides. This is a city of 100,000 and a strong military center. From Harbin it runs westward to Blagoveschensk and Nerkonchik, two very important centers of population. From here a break occurs for about 1000 miles, and instead of proceeding by rail, the traveller takes passage on one of the river steamers running up the Amoor river to where the railway again begins. This and a break at Lake Balkal, where connection is also made by steamer, are the only breaks in the line, and before long these will no longer exist, as work has already begun on a continuation of the line along the banks of the Amoor and around Lake Balkal. From this lake to the Siberian boundary at Afa-Samara are ten large cities, with a population averaging about 50,000. All are strong military posts and many soldiers are stationed at each.

Work has just been commenced on a line from Vladivostok through Northern Manchuria to Blagoveschensk, paralleling the other line, and by which the journey will be shortened about 1,600 miles. This line is being built by virtue of a concession between Austria and China.

A JAPANESE JOURNALIST.

Among the many foreigners who visited London in the memorable year of the Diamond Jubilee, few are better known to their own countrymen amongst literary men than Mr. Ichiro Tokutomi. Not only is he the editor of the *Kokinshu Shimbun* (the *Nation*), a most important Japanese paper, and of various journals, but he is also a publisher, and the author of "The Shōwa-no-Nihon" (The Japan of the Future). The influence of Mr. Tokutomi on contemporary Japanese thought has been far-reaching, and his style is looked upon as a model for imitation by the younger writers of the day. This distinguished gentleman, who was accompanied by another journalist-author, Mr. Y. Fukai (the translator into Japanese of Pearson's "National Life and Character" and similar classics), had been touring throughout Europe and the East. Among those the travellers met were Tolstoi, the novelist, and the Romanian and Servian Royalties.

Mr. Tokutomi greatly pleased Carmen Silva by telling her that there were only two women in the world who were at once queens and poets—herself and the Empress of Japan; and still more by presenting the famous Roumanian lady with an impromptu poem, in which he expressed his delight in seeing the Japanese national flower, the chrysanthemum, in the court of foreign potentates. The Empress of Japan has written two poems which have great value in her country—ones on diamonds, whose brilliant light is derived from polishing, as man's good points are brought out by hard discipline; and another on water, which takes the form of a vessel that contains it. Just as man is shaped by his environment and his friends.

In conversation with a representative of the London *Daily News*, Mr. Tokutomi and Mr. Fukai explained that importance in Japan was rapidly attaining the importance of real four-leaf *Shibpo* ("Upwards of 800 papers and reviews are published in our country," the editor said, "but there only a dozen journals of paramount political importance, and not one of them is an evening paper. Their circulation varies from 10,000 to 100,000, and they sell for about a halpenny. Advertisements are, of course, the chief source of revenue, but none are printed as though they were reading matter. Our journalists resemble the French in one respect—the papers do not for their success on the reputation of the writers. To mention one instance, Mr. Fukai, the editor-in-chief of the *Yomi Shimbun* (Times), is personally a power throughout Japan; and Mr. Kuga, of the *Nippon* (Japan), Mr. Shimada, editor of the *Matsukai Shimbun* (Daily News) and Vice-President of the House of Representatives, and Mr. Takahashi, formerly editor of the *Aishi* (Rising Sun), now Chief Secretary of the Cabinet, are also well-known. Thanks to compulsory education the mass of the people can read the journals, and since the war they have taken an active interest in foreign news. Our journalists resemble the French in one respect—the papers do not for their success on the reputation of the writers. 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BINGO MARU.....	NAGASAKI, MOJI, KOBE and YOKOHAMA	THURSDAY, 10th February, at 4 P.M.
Cook.....	SEATTLE, WASH., VIA KOBE and YOKOHAMA	MONDAY, 14th February, at 4 P.M.
KAGOSHIMA MARU.....	YOKOHAMA	THURSDAY, 17th February, at 4 P.M.
J. W. EKHED.....	KOBE and YOKOHAMA	THURSDAY, 17th February, at 4 P.M.
IZUMI MARU.....	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE (Transhipping Cargo for JAVA PORTS), PEKING, COLOMBO, and PORT SAID	THURSDAY, 17th February, at 4 P.M.
R. Nishio.....	SHANGHAI, JINSIN, SHIMO-NOSEKI and KOBE	FRIDAY, 18th February, at 4 P.M.
KAMAKURA MARU.....	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 21st February, at 4 P.M.
N. Tiedt.....	BOMBAY, VIA SINGAPORE (Transhipping Cargo for JAVA PORTS), and COLOMBO	TUESDAY, 22nd February, at Noon
TOKIO MARU.....	SYDNEY and MELBOURNE, VIA TUESDAY ISLAND, TOWNSVILLE, and BRISBANE	FRIDAY, 25th February, at 4 P.M.
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MATSUYAMA MARU.....		
J. Niiri.....		
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Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"HYDASES."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, when each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th February at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 31st January, 1898. 11-w

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENAVON"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 9th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 16th inst. otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 2nd February, 1898. 11-w 206

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 6th inst. will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 3rd February, 1898. 13-1 207

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND SINGAPORE.

THE Steamship

"CARMARTHENSHIRE"

Captain Slincock, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on the 9th instant at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOME & CO., Agents.

Hongkong, 3rd February, 1898. 13-1 209

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